



The Leading Edge

EAA Chapter 154 Newsletter



May 2024
Regina and Southern Saskatchewan
<https://chapters.eaa.org/ea154>

Presidents Message

Greetings 154.

Our April/May showers are greening things up well. A little more heat and we'll be mowing the runways again.

Speaking of grass runways, Disley's is in great shape for the upcoming May 11 Coffee and Donut Fly/Drive In. Be sure to set the date aside. CH701 project will be there to inspect.

EAA Canada Council has come up with the plan for Little Canada at Airventure this year. Be sure to email Phillip Johnson for details if you want to camp there with fellow Canucks. Reach Phillip at Chapters.EAACC@gmail.com.

June's Chapter meeting will be held in person at Doug and Dave's RV10 Factory in Regina. Invites will come out prior to June 10 with address and details (also below). Drop in to see what progress we have made in learning how to put rivets in, drill them out, and put them in again - we're getting real good at it!

Zoom in to VMC Club and the May meeting to catch up on safety and stuff. And hopefully see y'all in Disleyland May 11.

Cheers and stay safe,

Dave S

Monthly VMC Meeting

Our VMC Club session this month deals with navigating US Class D and C airspace with only one radio and no ADS-B out. You and a friend have always wanted to try skydiving, and today is the day you will make it happen. You will fly your Ercoupe solo from Suwannee County (24J) to pick up your friend at Herlong Recreational (KHEG) on the west side of Jacksonville. The two of you will fly from KHEG to Fernandina Beach (KFHB) where you will make the tandem jump. The forecast is mostly sunny for the next 2 days. Your Ercoupe has a simple panel with a single com radio and no nav radio. You have your Ipad for GPS and a Mode C transponder. You do not have ADS-B out. That is more than enough for the flying you usually do. However, getting into KHEG presents an interesting navigation challenge. It's nestled right between three Class D airports (KVQQ), (KNEN, (KNIP), and Jacksonville international class C just to the north. There is a little space between the class D's but not much. You could ask to transition the class D but with one radio you can't monitor the frequency and the KHEG CTAF to enter the pattern. You could fly over the class D and enter the pattern at KHEG. This way you could monitor the CTAF but you would have a tight space to drop to pattern altitude. You could fly the gap around the class D airspaces following a railway track. You would arrive at KHEG from the northeast and make a standard pattern entry. This would solve the airspace and communications problem, but it's a long detour for a slow flying Ercoupe. You are not sure you can legally fly under the shelf of the Jacksonville class C without ADS-B. You check the wind at KHEG and it is 4KT so any runway might be in use when you arrive.

What will you do?

1. Fly more or less direct and request a Class D transition at the northern airspace (KNEN)
2. Fly more direct and request a Class D transition at the southern airspace (KNQQ) which route is slightly shorter.
3. Fly direct and stay over the class D airspace until over Herlong (KHEG) and then descend into the pattern.
4. Fly a long route north then southeast between the Class D and Jacksonville Class C to reach Herlong (KHEG) from the northeast.

Our group was split between option 3 and 4. The reason for option 3 was that the more direct route looked appealing and that a circling descent could get you to pattern altitude at Herlong. There could be a lot of traffic below you in the Class D and you would be monitoring the CTAF. Option 4 was chosen because the Ercoupe is a low slow aircraft and staying away from the Class D and C airspace seemed less stressful.

The expert chose option 4 for the same reasons. He said he did not like transitioning through Class D in options 1 and 2 as if the airspace was busy the transition might not be approved by ATC. Option 4 still put you in an area of high traffic and you would have a non-standard pattern entry at Herlong. He said you should never do things that are non-standard as other pilots might not expect you.

The expert panel said they liked option 2 or if they were not approved for transition then option 4. One of the panel said that even though you are outside of the Class D there can be traffic coming in and out the airspace that you need to look for and could be in conflict with. Without being in radio contact with ATC you don't know about it. You still must call Jacksonville approach to inform them of your intentions. The ATC expert said that even though you will be staying outside the Class D airspace you ATC would like to know what you are doing.

The next question is how to depart Herlong for Fernandina Beach (KFHB) and dealing with the Class C. The sectional includes an inset to a Terminal Area Chart with the Jacksonville detail.

EAA154 Members Meeting Highlights

The April meeting was held over Zoom meetings. The meetings are open to all members through the link above on the second MONDAY of the month.

Our meeting discussion focused on the details of our May 11 Coffee and Donut Fly in at Disley CDS2 (see attached poster). Last year our July Coffee fly in made 5 dozen donuts and 50 cups of coffee disappear. We expect an even higher turnout this year. We really appreciate all the volunteers that work to put these events on. Dave showed the Chapter video from the national EAA office where Charlie talked about

AirVenture and Learn to fly day on May 18. **Our June 10 meeting will be in-person at 7:00pm in Regina at Doug Daverne's shop – 40 Sheffield Place, Regina.** Doug and Dave will show

their progress on their RV10 project. The club 701 project is almost done and the paperwork is in progress to transfer ownership. If you haven't seen the 701 in person you should stop in at CDS2 hangar 4 on a Saturday afternoon. The craftsmanship is first class.

For AirVenture if you are planning on camping in Little Canada you need to send Phil at chapters.eaacc@gmail.com your name and contact information. He is working on the details.



Chapter 154 Coffee & Donuts Disley Aerodrome - CDS2



Fly or Drive, Rain or Shine
Sat., May 11, 2024. 0800 to 1200 CST

RSVP (so we get enough Donuts!)
Email: eaa154sask@gmail.com or txt 306.537.5467
Airport located 1/2 km East of Disley
<https://chapters.eaa.org/eaa154>

EAA288 Spruce Creek Florida

I attended the chapter meeting on February 15, 2024. There were over 200 members in attendance. On the agenda was "how to find the squawking ELT", a discussion of their Young Eagles event, and a presentation by Linda Sollars. I guess when you have hundreds of GA aircraft in hangars and tied down it might be hard to find the triggered ELT. The suggestions were to take the antenna off a handheld radio and walk around the hangars. Once you get close detune the radio to 121.775 and walk around the aircraft to find the one. They said sometimes an ELT will broadcast for days. This could mask a real downed aircraft and hinder the search efforts.

Linda Sollars is a Jet Blue Captain, is an A&P and owns an art gallery in Naples Florida. Her presentation was about the journey she had building the aircraft sitting outside the hanger. She wanted an aircraft better suited to her than the Cessna T210 she previously had. Lots of research led her to the new high wing Sling design.

They only had 1 proto-type completed when Linda found them. She arranged her Jet Blue shifts to allow her to spend a month at a time in Johannesburg, South Africa at the plant.

The Aircraft Criteria

Linda knew she wanted a high wing airplane. She originally purchased the T210 in part because a very dear friend of hers that she wanted to take flying would not have been able to crawl up on a wing to get into a traditional low wing. After 20 years of flying that airplane, she realized the platform has many benefits beyond ingress and egress. If it is raining you have an umbrella and it doesn't get wet inside when you open the door, she loved the view, it is stable, easy to get people and adventure gear in and out of. She wanted it to be affordable to operate and maintain into retirement. It had to be capable and fit 4 full size adults, gear, and go far, high, have a descent range, be safe and fun to fly.

Sling HW

Linda had flown and was impressed with Sling aircraft, and while she loved how they flew and the performance capabilities, they had put the wings on the wrong side of the fuselage! When Linda heard the rumor in early 2019 that they had a High Wing version on the drawing board, she knew that was her airplane.

Her plan was to finish the Sling and get it to Oshkosh 2022 for the Fly-in. Linda looked into all the ways to get the plane over to Wisconsin. Shipping would be very slow and she didn't want to take the wings off. Only option left was to fly it. She has a map of her route to AirVenture in the back window of the Sling. Some of the legs were over 14 hours in the aircraft over water. They flew VFR the entire way at an average of 165KTS. Lots of permits were involved and she had no insurance until she got to the USA. To accomplish that large ferry tanks were installed. Each plane had a raft, drinking water, food and a Garmin in-reach satellite communicator. The trip was three Sling High Wing aircraft, each having two pilots onboard.

ZU-SHW – The factory ‘Development Prototype’ Sling High Wing, piloted by James Pitman co-founder of Sling Aircraft and Matt Cohen

N915HW – The first Sling High Wing delivered to a customer, in kit form, and assembled by its American owner, Linda Sollars, in Johannesburg, piloted by Linda and Mike Blyth co-founder of Sling Aircraft

N669JP – The first Sling High Wing Taildragger delivered to a customer, again in kit form, assembled by its Namibian owner, JP “The Candourist” Schulze, also in Johannesburg, and piloted by JP and his friend William

The route - South Africa, Angola, Ghana, Cape Verde, Barbados, Florida, Alabama, Kentucky, and Oshkosh Wisconsin.

At the time of the meeting Linda has arranged to replace the Rotax 915/ 4 blade propeller with a 916 with a DUC Hydraulic 3 blade.



Linda and the cockpit. The right seat tilted all the way back.

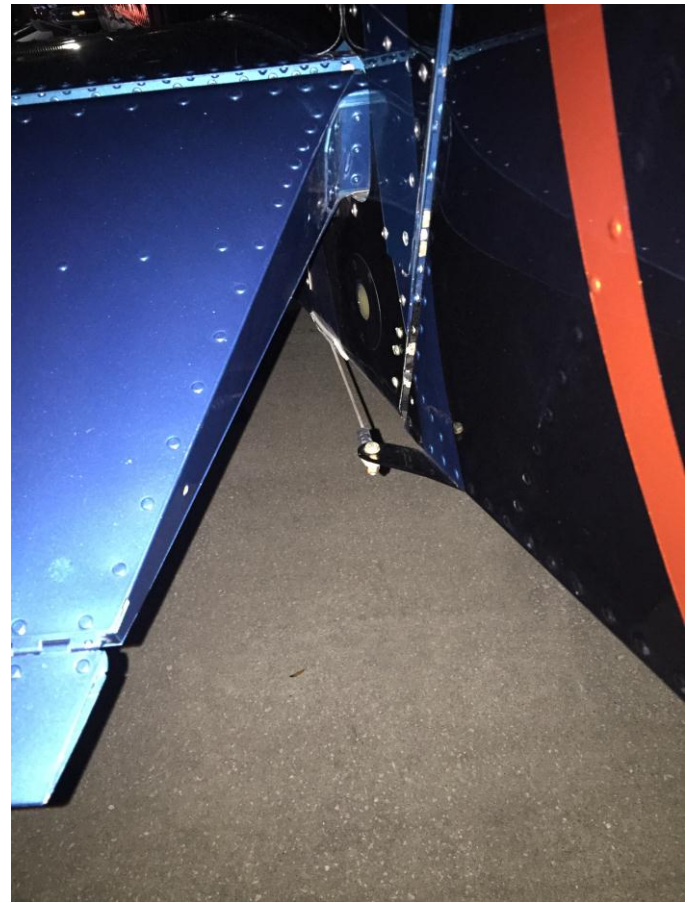


Finding a seat





The flight plan to Air Venture in the back window



The kit uses pulled rivets. Each one of the rivet center holes was filled before painting.



It was dark but most attendees had a good look

Excess Cargo

S1T-Ultimate Pitts project for sale:

Fuselage

Wings

Tail feathers

Spring gear

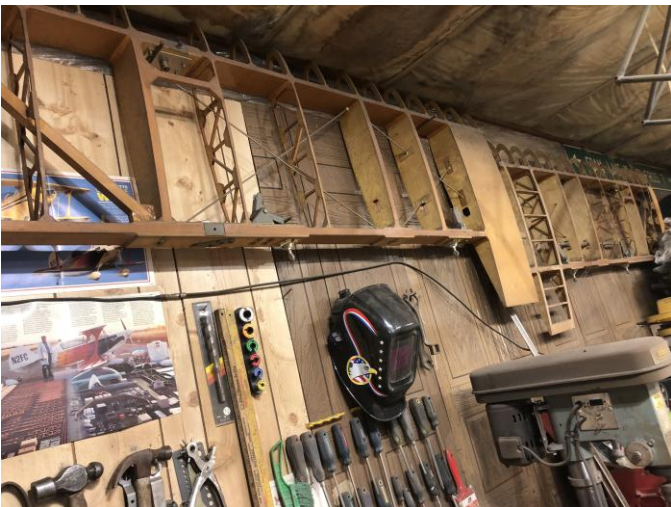
Lots of extra parts

\$6500.00

Contact: Leonard Sebulsky

306 272-7261

lenair@sasktel.net



1942 Boeing Stearman

I have a very large collection of parts for this project.

For more information contact me at:

Leonard Sebulsky

Sheho Sask.

Phone or text (306) 272 7261

or email lenair@sasktel.net



Wood Prop 68/68 with four flights on it - \$800.00.

New six inch homebuilders tail wheel with round spring
\$700.00.

MGL V6 radio with wiring harness, like new - \$1,500.

500x5 Cleveland wheels and brakes with axles, tires

And tubes, like new - \$1,500.

Call Vic Zubot @ 306-731-2249 or 306-535-7078

Skybolt Project for Sale

Skybolt project on tall gear. NEW: Hawk tires and tubes, Commanche style fibreglass nose bowl, Cleveland Discs, Calipers, brake pads, and Cleveland master cylinders, two place bubble canopy in light smoke UV tint, rear canopy bubble for single slider, two open cockpit windscreens, aluminum leading edge and vacuumed formed laminated plywood leading edge, Gascolator, Dukes fuel pump, fuel tank switch valve, baffled main tank with sending unit and flop tube, upper wing tank, All wing hinges, bellcranks and bearings from Steen Aero. Brunton flying and landing wires, tail brace wires, drag and anti-drag wires, wing internal antenna kit, battery box and Barry engine isolators.

Steen Aero built up ribs, laminated spar and precut material wing kit, Steen Aero building jig for wings. Tip up canopy. Originally built in Ohio by a Surgeon who was also an A+P. Started in 1994, brought to Canada in 2000 and has been in storage since. Has an engine mount for Lycoming 540.

\$15,000 Canadian FIRM.

Email: skyboltfever@gmail.com

